

CALLARD AND BOWSER'S

CREATED

Trade Mark

BUTTER SCOTCH.

Really Wholesome Confectionery.—Lancet
ST. JOHN'S WORLDS, LONDON, W.G.

No. 11,453

號三十五百四十一萬一第一

日四十二月九日十二時光

ESTABLISHED 1891.

HONGKONG, MONDAY, OCTOBER 22ND, 1891.

一月

歲二十二年

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NOTICE

Communications respecting Advertisements, Subscriptions, Printed Blotting, &c., should be addressed to the Publishers, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until payment is made.

Orders for extra copies of the *Daily Press* should not exceed 10 days on the day of publication.

Advertisers who supply the paper listed. Only supplied for cash.

Telegraphic Address, Press Telephone No. 12.

NEW ADVERTISEMENTS.

NEW ADVERTISEMENTS.

FOR SHANGHAI.

THE Steamship

"HONGKAT."

Captain G. H. Stevens will be despatched for the above port on WEDNESDAY, the 24th inst., at 4 p.m.

For Freight or Passage apply to

SIEMSSON & CO.

Agents.

Hongkong, 20th October, 1891.

[1891]

FOR KORE (DIRECT).

THE Steamship

"HONGAT."

Captain Kyack will be despatched as above on SATURDAY, the 27th inst., at NOON.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 20th October, 1891.

[1891]

NOTICE TO MARINERS.

REFERRING to GOVERNMENT NOTICE NO. 20, 1891, information has been received from the IMPERIAL EMBASSY CONCERNING THE REPAIRS TO THE ISLAND LINE TUGS, and that the light is again in working order.

E. MURRAY RUMSEY,

Reid, Comr. R.N.

Harbour Master, &c.

Hongkong, 17th October, 1891.

[1891]

THE TAIPINGSHAN RESUMPTION ORDINANCE, 1891.

NOTICE TO LOT OWNERS.

NOTICE is hereby given under Section 5 of THE TAIPINGSHAN RESUMPTION ORDINANCE, 1891, that a MEETING of the OWNERS OF THE LANDS mentioned in the First Schedule to the said Ordinance will be held at the STEAMSHIP COMPANY'S HOUSE on FRIDAY, the 24th of October, at 10 o'clock in the Afternoon, for the Purpose of ELECTING A MEMBER of the BOARD OF ARBITRATION constituted by the said Ordinance. At such Meeting the Owners, or, if absent, their Attorneys or Agents, will be entitled to One Vote each.

The Member or Members proposed for Election to the Board will be nominated in writing by One Person entitled to Vote and seconded by another.

Further particulars, if required, can be obtained at the LAND OFFICE.

Dated this 17th day of October, 1891.

BRUCE SHEPPARD,

Deputy Land Officer.

CANTON INSURANCE OFFICE, LIMITED.

1891 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of \$5 per Share will be issued on MONDAY, the 22nd instant.

JARDINE, MATTHESON & CO.,

General Agents.

Hongkong, 20th October, 1891.

[1891]

WANTED by a Bachelor—TWO UNFURNISHED ROOMS with or without BOARD; higher Level or Newlow preferred.

Please apply to

L. S. of Daily Press Office.

Hongkong, 22nd October, 1891.

[1891]

NOTICE.

UNTIL further Notice Mr. WILLIAM PARKER is Authorised to sign the Firm's Name, per Procuratio.

DOUGLAS LAPRAK & CO.

Hongkong, 22nd October, 1891.

[1891]

HONG-KONG HOTEL COMPANY.

L. LYALL, Esq.,

Secretary.

Please inform the Board I have sold my Hotel Shares and under Article 89 cease to be a Director.

C. S. TAYLOR,

18th October, 1891.

[1891]

EWEN'S MAELO LODGE OF HONGKONG, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FARMERS' HALL, Zetland Street, on FRIDAY, the 26th instant, at 8.30 for 9 P.M. precisely.

Willing Brethren are cordially invited.

Hongkong, 23rd October, 1891.

[1891]

HONGKONG JOCKEY CLUB.

NOTICE.

THE YEARLY GENERAL MEETING of MEMBERS will be held in the CITY HALL on WEDNESDAY, 31st October, at 3 P.M.

By Order

HART BUCK,

Acting Clerk of the Course.

Hongkong, 22nd October, 1891.

[1891]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"POKEIN."

Captain Davis will be despatched for the above Ports TO-DAY, the 22nd instant, at 10 a.m., and not as previously notified.

For Freight or Passage apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, 22nd October, 1891.

[1891]

FOR YOKOHAMA AND KOBE.

"PRIOR."

Captain E. Christianen will be despatched for the above Ports TO-DAY, the 22nd instant, at 10 a.m., and not as previously notified.

For Freight or Passage apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, 22nd October, 1891.

[1891]

FOR YOKOHAMA AND KOBE.

"SIEMSSON & CO."

Agents.

Hongkong, 20th October, 1891.

[1891]

FROM HAMBURG, SENANG, AND SINGAPORE.

THE Steamship.

"PRIOR."

Captain E. Christianen will be despatched from the above ports.

Consignees of their Bills of Lading for consignment by the Under-signed, and to take immediate delivery of their goods from steamer.

Optimal cargo will be forwarded unless notice to the contrary is given before NOON To-DAY.

Any cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

Consignees will be advised that the code has left the Godowns, and all Goods remaining undelivered after the 27th instant will be sent to the Godowns.

All broken, shaded, and damaged goods are to be left in the godowns, where they will be examined on the 27th inst.

No Fire Insurance has been effected.

SIEMSSON & CO.,

Agents.

Hongkong, 20th October, 1891.

[1891]

NOTICE

THE Under-signed has received instructions

to sell the following:

PUBLIC AUCTION

TO-MORROW

(TUESDAY), the 23rd October, 1891,

at his SALES ROOMS, QUEEN'S ROAD.

AN ASSEMBLY OF JAPANESE WARE.

KIOTO, IMARI, AWATA, and NINSI-

WALES, PLATES, INCENSE

BURNERS, TEA and COFFEE SETS.

BRONZES, ENAMELED WARE.

EMBROIDERIES, EMBROIDERED FIRE SCREENS.

LADIES' ENTHROPIED DRESSING

BOXES, JEWELLERY, &c.

EMBROIDERED TABLE COVERS, and

CUISINE COVERS.

COTTON and CHAMOOL CLOTH.

BAMBOO BLINDS.

etc. &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,

Agent.

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TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,

Agent.

INTIMATION.

HONGKONG DISPENSARY.

OUR LATEST NOVELTY.

A SAMPLE POCKET FLASK.

Suitable for Travellers or for Picnic, Launch or Shooting Parties, has just been received and may be obtained filled with any of our Wines or Spirits at cost price.

PASSENGERS by steamers will find it IN-VALUABLE on the voyage when refreshment is needed or they are suffering from Sea Sickness after the bar is closed.

The FLASK is well made and finished, and when emptied will be worth keeping for domestic use. It can be readily adapted for a feeding bottle, and proves most useful to carry milk or other nourishment for children, or tea, coffee, soup or other fluid nourishment in tiffin baskets.

THESE SAMPLE FLASKS

Can be obtained filled at the following prices each—

Port	D 39.60.	C 30.65.	D 30.80.
Sherry	.....	0.45.	C 0.50.
Bundy	A. 0.60.	B. 0.65.	C 0.80.
Bundy	.....	D 1.40.	E 1.70.
Whisky	.....	B 0.45.	D 0.60.
Irish Whisky	A 0.50.	C 0.70.	..
Bourbon	.....	0.60.	..
Jamaica Rum	0.60.	..	..
A Gin	0.35.	..	..

A. S. WATSON & CO., LIMITED,

Hongkong, 15th October, 1894.

NOTICE TO CORRESPONDENTS. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper.

No correspondence or communications that have appeared in other papers first will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Satisfied Subscribers.

Telegraphic Address: Press, P.O. Box 12.

MARIELAGE.—On the 8th Inst., at Christ Church, Yokohama, by the Rev. G. C. Cox, the Rev. Mr. Benson, William Kinsella Wilson, eldest son of Frank Hobson Wilson, of Flounders Lane, Liverpool, and Jessie, young daughter of the late Henry Thomas Cox, of Liverpool.

The York Daily Press.

HONGKONG, OCTOBER 22ND, 1894.

Mr. CHADWICK's report on the water question suggests in the first place the prevention of waste, in order to husband our present supply, and in the second place, the measures that may be adopted for increasing the supply. It points out that prior to the passing of the Water Ordinance in 1890 "tenants occupied by Chinese," though "the same rates were paid as in the case of those inhabited by Europeans, were not supposed to be allowed house services." As a matter of fact, a very large number of Chinese houses were provided with services, either because they had formally been occupied by Europeans, or because special indulgences had been from time to time granted. In short, prior to 1890 there was no law or order either in technical or administrative matters. The Water Ordinance of 1890 places all rates "on an equal footing and provides powers for preventing waste." Since that time the water has been laid on practically to every house and to every door. The result has been an enormous consumption and a still more enormous waste. While admitting the abstract desirability of having water in the houses, if the supply is insufficient to admit of such a complete service the Colony might well have been content with a service of street fountains for the Chinese quarter. Had this policy been adopted there would probably have been no water fountains during the last two dry seasons and we should not have been confronted with the necessity of undertaking expensive works to increase the storage. The waste that goes on in the houses probably amounts to several times as much as the legitimate consumption. Practical men of course could have foreseen that this would be so, and the whole history of the water question shows what a very unfortunate and costly mistake was made when a single official was constituted the Water Authority instead of a representative body like the Sanitary Board. But Mr. CHADWICK says that "the Ordinance originally submitted to Government, after approval by the Sanitary Board, involved the universal use of meters. This was objected to in the Legislative Council and the Ordinance in its present form was drafted and became law." When the Ordinance was under discussion it was with the utmost difficulty that the Council was convinced that any regulations were necessary, or that the augmented supply "was not practically unlimited." It would seem therefore that some share of the blame for the present position must rest on the Legislative Council. On referring to what took place in that body on the subject we find that on the second reading of the Bill the Hon. C. P. CRATER objected to the metric system, which he considered unnecessary. The measure was then referred to a

special committee and on its coming again before the Colloquial universal use of meters was struck out. Mr. CHADWICK and the members of his special committee, however, could hardly have contemplated having the water laid on in the various floors of Chinese tenement houses, or they would have recognised that the inevitable waste would require some such check. Since that course has been adopted, and perhaps cannot well be reversed now, it might be worth while reconsidering the question of the universal use of meters for even if the water supply be very considerably augmented it will soon be overtaken by the increase in the population, and economy will then be necessary at the present time. Mr. CHADWICK discusses the various schemes by which the supply can be increased. There is an abundant additional supply to be obtained from Tyam; and as the Governor informed the legislative Council a few weeks ago, the necessary work is to be commenced this season. Which particular scheme for increasing the Tyam supply has been adopted has, however, not yet been stated. It is unlikely that any increased supply will be available this season, but after the prolonged droughts of the last two seasons we need hardly expect a repetition of the sum this season. Should that unfortunately occur, however, we may hope that by checking waste in the meantime we may have more water left in the reservoirs to tide us over the end of the dry weather. The necessary measures for checking waste will doubtless cause some inconvenience and irritation, but that must be submitted to; but it would be more cheerfully submitted to if the measures were enforced by a public, representative and responsible body, instead of by an individual official who is required to give no explanation of his action.

REUTER'S TELEGRAMS

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 15th October.

THE CHINA-JAPAN WAR.—PROPOSED PEACE NEGOTIATIONS.

It is officially announced that the British Government has informed China that it is prepared to negotiate in the general, and it has made overtures to the Powers to arrange joint representations to Japan.

There will be a pick-up game of Stocky on the Happy Valley this afternoon at a quarter to five precisely.

The maximum temperature last month was 92.3 and the minimum 75, the mean being 81. The rainfall amounted to 19.11 inches.

The majority of the Powers are in accord with Great Britain and it is hoped the others will soon.

[FROM TONKEIN PAPERS]

THE SUEZ CANAL STRIKE.

PARIS, 15th October.

The strike of workmen at Port Said is finished.

THE ELECTIONS IN BELGIUM.

PARIS, 15th October.

In the Belgian elections the Liberals have lost many seats, which have been gained by the Socialists.

A meeting of the owners of the renowned property, the Hotel de la Paix, is to be held on Friday for the purpose of electing a member of the Board of Arbitration.

A scheme for the long talked-of establishment of a sugar refinery in Ostend, with a capital of one million yen, will, the Tokyo News says, be publicly announced in a few weeks.

Among the passengers by the *Anconia* from Japan yesterday was Lord Randolph Churchill, who is making a grand tour. His Lordship is staying at the Hotel de la Paix.

Japan has also been asked whether the terms proposed are likely to be acceptable as a basis for parleying. No definite reply has been received from Japan, but it is believed that the proposed basis for negotiations will be agreeable to both China and Japan.

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WATERBROOK AT VENDEMALE.

LONDON, 2nd October.
A disastrous waterbroke has fallen in Vende-
male, one of the South American Republics,
killing one hundred and fifty persons and doing
an immense amount of damage.

WATERFORD.

London, 2nd September.
The naval engagement between the Chinese
and Japanese fleets is being much discussed in
England, and stimulates fresh demand for an
increase in the British navy.

Russia has increased her fleet in Asiatic waters
to 33 vessels.

LONDON, 24th September.
The Russian fleet at Vladivostok, including
transports, is prepared for immediate action.

LONDON, 24th September.
The British twin-screw cruiser *Gibraltar*, at
present at Portsmouth, has been ordered to pro-
ceed to Korea to reinforce the British squadron
on the China station.

Captain Bickford, late of H.M.S. *Kearsarge*,
was lately promoted to the command of H.M.S.
Gibraltar, a first-class cruiser of 7,700 tons, built
at a cost of £340,000. Lieutenant Story, who
was first Lieutenant of the *Kearsarge*, takes rank
as flag Lieutenant of the *Gibraltar*. The *Gibraltar*,
which is a new vessel, is a sister ship to
H.M.S. *Orion*.

LONDON, 25th September.
The Japanese Government has refused to pay
any indemnity for the sinking of the British
steamer *Kowloon* while engaged as a Chinese
transport on the 27th July. It asserts that the
sinking of the steamer was justified.

LONDON, 26th September.
A strong detachment of marines has been ordered
to proceed from Aldershot to reinforce the British
garrison at Hongkong.

It is reported from the East that several
English men-of-war were instructed recently to
sail and watch the movements of a Russian
squadron. On discussing the purpose of the
English ships, the Indian Admiral replied that
the commander of the British vessels desired
an explanation of the hostile manœuvre. The
upshot of the affair was that the British war
vessels discontinued the pursuit.

It has been discovered that the Governor of
Takao has been in the pay of the Japanese
for a long time past, and has divulged all the
secrets of the government to the commandant of
hostiles. He has been dismissed.

Six thousand Indian troops are to be despatched
immediately to protect English interests in
the various treaty ports.

FRANCE AND ITALY.

LONDON, 27th October.
Two members of the French Foreign Com-
mission have been arrested by the Italian police,
and the Parisian press is狂狂.

Olla Podrida.
Robinson Crusoe's Island is inhabited, and
brings Chile 300 pounds rent a year.

The Mount Bitchell gold mine, in Tasmania,
has paid over \$6,000,000 in dividends.

Thirty mines in the United States are now
using electric locomotives for hauling carts.

British has a water-storage capacity for
17,748,349 gallons, which is considered 400
days' supply.

The tallest man of whom there are authentic
authenticated measurements is Pannock of Scotland,
11 feet and a little more than 6 inches.

A number of well-carved ivory figures have
been found in a cave near Besançon, the
Daudet Franco, among bones of animals long
vanished from Europe.

At Moscow a new conservatory of music is
now being erected by order of the Tsar. The
building will cost \$40,000, and will accom-
modate about 1,000 pupils.

From 1870 to 1892 the railroads of Europe
increased from 64,177 miles to 142,890, con-
siderably more than doubling. The mileage of
the Americas in the same time increased from
53,933 to 210,910, or little less than fourfold.

The well-known citizen of Hamburg,
Herzog, has given a German firm an order
to build the largest sailing ship known. It will
be a 5-masted of 6,100 tons burden, 388 feet long
on deck, 50 feet wide in the middle, and 312 feet
deep.

Lord Wolsey will republish his articles on
"The Decline and Fall of Napoleon" in book
form. The last of his parts has just appeared in
the *Revue de Paris*, and gives an account and
criticism of the trials of Waterloo.

An oak tree which stands in the middle of the
high road leading from Leominster to Warwick
is said to be the centre of England. How long
ago it was planted is not known, except by com-
parison of its girth, which is about twelve
feet, and above the tree to be between 300 and
400 years old.

Mr. and Mrs. Justin Hurley McNaught, whose
marriage recently created some little sensation
in America, and a year ago were married in
New York, Mr. and Mrs. McNaught (*Miss Leslie Louis*) is to play the ingenue rôle
in Mr. Daly's production, such picture Miss
Leslie formerly took in *A Night Off* in *Casting*
the Somersets, &c., while Mr. McNaught's an
actress and manager with Mr. Daly, is an actress and
adaptable to his theatre.

A train was recently stopped in France, on the
line between Bellegarde and Geneva, under the
following curious circumstances. A freight train
had in one of its cars some oil-lire oil, which
began to leak away from the containing vessel.
The oil, which was very viscous, caused a great
delay in the movement of the train, and the
engineer of the oil tank, the train was then
halted to repair the leak. The train was then
consumed in running the 24 miles to the next
station, and this rate was only attained by diligent
sanding of track.

A traveling man dining at a restaurant ordered
a boiled chicken for his dinner. It was placed
before him and he tried in vain to make an
incision with his knife and fork. Turning to the
girl who was serving him, he said, "I am not
able to eat this, you must cut it for me." "No,"
she answered the girl promptly.

"It was I who waited on you,"
she said. "How strange—how very strange!" remarked
the man, in a low, awed tone. "Why is it
strange?" inquired the girl. "It's more than
strange; it's wonderful—such a coincidence could
hardly happen twice—a girl, same color,
same dress, same一切, at the same place before
me, while the girl made a hasty retreat."

The New York *World*, which, of course, knows
all about the man, says that Sir William Har-
court is a good deal the younger-looking man
than his wife—the American lady—and what
a contrast her child to English politicians
is. The *World* says, her wonderful face as a
hostess. For "Sir William" is a most trying
husband; he is in the habit of bringing people
home to dinner. He will ransack the lobbies of
the houses and come home, when Parliament is
in session, with a whole troupe of waiters.
Hitherto something like this has never occurred.
His wife can never know how many, but
she keeps an excellent cook and has a marvelous
temper." These wholesale hospitalities have done
much to help Sir William on his career; but
this well-informed writer rather unkindly adds,
"they have not succeeded in making him
popular."

SILVER REPORTS.
The German steamship *Priest*, from Hamburg,
arrived 12th Oct., had very strong N.E.
monsoon.

The British steamer *Hongay*, from Cherbourg
10th Oct., had N.W. winds to 10 N.
from thence to port strong N.E. monsoon and
equally weather with high barometer.

The British steamer *Mandarin*, from Straits
12th Oct., had moderate westerly winds and
had weather to lat 12 N.; from thence to Hongkong
fresh N.E. monsoon and equally weather.

The British steamer *Taisan*, from Shanghai 20th
Sept., had fine weather till within 300 miles of
port, then to a moderate sea. Did not
make port with moderate sea.

The British steamer *Chrysanthemum*, from
Hongkong for Sydney 1st Oct., passed the
steamer *Chrysanthemum* from Hongkong for Sydney.
Oct 17th passed the steamer *Aria*, from Hong-
kong for Sydney.

AMOT SHIPPING.

ARBITRAGE.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Hongkong.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
15. Nanking, British str., from Foochow.
15. Siam, British str., from Swatow.
15. Yuanhai, British str., from Hongkong.
15. Brabant, British str., from Hongkong.

October.—DEPARTURES.

13. Nanking, German str., from Shanghai.
13. Foochow, British str., from Foochow.
14. Orient, German bark, for Newchwang.
14. Hailong, British str., for Foochow.
15. Siam, British str., for Swatow.
15. Belga, British str., for Swatow.
15. Nanking, British str., for Nanking.
15. Poohang, British str., for Shanghai.

November.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

December.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

January.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

February.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

March.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

April.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

May.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

June.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

July.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

August.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
14. Wusia, German str., from Hongkong.
14. Yuanhai, British str., from Hongkong.
14. Brabant, British str., from Hongkong.

September.—ARRIVALS.

14. Formosa, British str., from Tamsui.
14. Hailong, British str., from Ningpo.
14. Pakin, British str., from Ningpo.
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October.—ARRIVALS.

14. Formosa, British str., from Tamsui.
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14. Brabant, British str., from Hongkong.

October.—ARRIVALS.

14. Formosa, British str., from Tamsui.
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14. Pakin, British str., from

